



Reed & Reed employee Stephanie Harboure cuts the base for one of the six *Wyoming* masts.

## Wyoming's six masts to soar again over Percy & Small Shipyard; dedication June 1

Almost seven years ago, on June 17, 2006, Maine Maritime Museum rousing-ly celebrated the “christening” of the evocation of the schooner *Wyoming*. It had been more than six years since the Museum Trustees approved the idea to build an artistic representation of the largest wooden sailing ship ever built in the U.S. on the site where she had come to life.

The imposing sculpture on that day consisted of a representation of the bow section and another of the stern section about 350 feet down the sloping grounds of the historic Percy & Small Shipyard. The bow structure stands almost six stories high and its bowsprit reaches out some 100 feet, casting its shadow on historic Washington Street below. The stern section, almost four stories tall, sits near the river bank, seemingly waiting to enter the river at high tide as its namesake did more than 100 years before.

Hundreds of thousands of visitors from every state in the U.S. and from around the world have marveled at the structure and imagined the great ship sliding down the greased ways into the frigid waters of the Kennebec River on December 15, 1909. It is among the most visited and photographed sites in Maine and the largest public work of art in New England. The design was conceived by acclaimed Maine sculptors Andreas von Heune and Joe Hemes, following a national competitive search.

Although impressive and awe-inspiring in its current form, many of the original supporters of the evocation and individuals close to the Museum continued to keep alive the goal to one day complete the original vision of the structure by raising the *Wyoming's* six masts. In a Times Record (Brunswick) article on June 19, 2006, about the evocation “christening,” Museum member Molly Luke of Topsham is quoted as say-



ing that the sculpture was “spectacular.” And it will be even more so, she said, when they get the masts up.

Now, thanks to the generous support of a few key contributors, that day is near.

In January, the Museum announced that six 120-foot tall “masts” representing the masts of the schooner *Wyoming*, will be erected this spring, and completed in late May.

Executive Director Amy Lent, who was present at the 2006 christening just two weeks before she would assume the Museum's helm, explains the significance of the installation.

“This is not only an exciting moment for the Museum, for the residents of Maine and for anyone interested in maritime history,” she says, “it is a transformative event for tourism in Maine's mid-coast. How fitting that it came together during the Museum's 50th anniversary year.”

As in 2006, the Museum will celebrate the accomplishment – this time with a special dedication ceremony on Saturday, June 1. The event will be open to the public and admission to the Museum will be free. The day's activities include a performance by the world renowned folk music duo Schooner Fare, demonstrations of turn-of-the-century shipbuilding techniques, lighthouse cruises and more. A list of the day's activities will be posted and maintained on the

*Continued on page 6*

## CURRENT EXHIBITS

### Ahead Full at Fifty: 50 Years of Collecting at Maine Maritime Museum

On view through May 26, 2013



More than 150 objects from the Museum's collection have been selected for this 50th Anniversary exhibit – objects that are special because of their historical importance, their beauty or because of the story

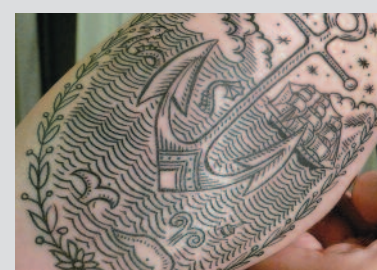
behind the object. Some may not be exhibited for another 50 years. Don't be disappointed – see it before it goes.

Sponsored by: **Bath Savings Institution**  
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### The Sea Within Us: Iconically Maritime in Fashion and Design

On view at Portland Public Library until June 2013



Entertainment, advertising, apparel, tattoos, the language we speak are all awash with maritime connections, both blatant and hidden.

This exhibit explores the many intersections between artifacts in our collection and every-day aspects of our culture.

*For additional exhibit information see Page 4.*





## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## An Inspiration to Span Generations

The desk in my office faces north and for the past few months I've looked out my window at the towering deck-house of the *Zumwalt* DDG 1000 rising far above the blue dry dock – taller than any of the *Arleigh Burke*-class destroyers that came before. It is an impressive sight and a daily reminder of the cutting edge ship building technology at work here in our small city of Bath, Maine.

Soon, there will be another spectacular view from our office windows: six towering masts of the *Wyoming* sculpture rising skyward, flags flying in the breeze...and reminding us all of the great shipbuilding traditions that are the historic legacy of this state.

The schooner *Wyoming* and the destroyer *Zumwalt* DDG 1000 could not be more different in appearance, materials and construction methods. But both ships are expressions of extreme shipbuilding methods of their time built by the best shipbuilders in America.

On Saturday, June 1, we will raise the flags up the masts

and fire off cannons to celebrate the completion of this spectacular sculpture and its dedication to George Twombly, who led the effort to build this evocation.

A great ship – whether a Navy destroyer or a wooden schooner – is built by many hands, and the sculptural representation of *Wyoming* is the same. Artists, engineers, contractors, painters, flag makers, and of course many, many generous donors all have a hand in the building. The difference is that ships leave the dock and sail away...sometimes never to return. The evocation of *Wyoming* will remain in place in the Percy & Small Shipyard to transform the Museum and inspire visitors for generations.

Amy Lent  
Executive Director

## New Award Recognizes Extraordinary Voluntary Service

The staff and trustees of Maine Maritime Museum are keenly aware and deeply appreciative of the contributions made by every member of the Volunteer Staff. The fact is – the Museum began as a strictly community volunteer organization and a great deal of credit for its success and growth is tied directly to the hundreds of thousands of hours of service contributed by many hundreds of volunteers.

To paraphrase Executive Director Amy Lent, "Without our dedicated volunteers, we would be like a great schooner in calm winds – a beautiful vessel unable to deliver the goods to our customers. We would very quickly be out of business."

While the contributions of every volunteer are important in fulfilling the Museum's mission, there are those volunteers over the years who have gone far above and beyond to support the Museum. Those individuals, who have contributed thousands of hours over a long span, have provided continuity and leadership in the volunteer corps that is the envy of many a museum.

To recognize those individuals, a new award was created and unveiled at the Museum's annual Volunteer Recognition Party in November. The award is the "Miles Merry Master Builder Award for Distinguished Volunteer Service," named for the Percy & Small Shipyard employee who is credited with much of the success of the yard during his tenure as Master Builder. There are two criteria for earning the award – 2,000 or more hours of volunteer service over 10 or more years.



Cliff Russell, Chair of the Board of Trustees (far left), and Amy Lent, Museum Executive Director (far right), are pictured with five of the recipients of the Miles Merry Master Builder Award. They are (l to r) Bob Trabona, Dave Dearborn, Bill Bushnell, Judi Mansfield and Jonathan St. Mary.

Eighteen MMM volunteers have reached that lofty plateau and their names were placed on a beautifully appropriate wooden sign on display in Sewall Hall. The sign is made so that additional names can be added as other volunteers qualify for the award.

Eight of the award recipients are currently active. They are Bill Bushnell, Dave Dearborn, Judi Mansfield, Jonathan St. Mary, Ken Shepherd, Phil Souza, Bob Trabona, and Peter Watson. Active awardees were presented a new Museum ID that identifies them as a Miles Merry Distinguished Volunteer.

Nine of the award recipients are deceased: Bud Guild, Joan Lipfert, Renfield Lamphere, Jim McGuiggan, Thatcher Pinkham, Todd Pool, Jim Rives, John Way and Roy Wheeler; while Alan Stewart is no longer an active volunteer.



## *Winds of Change* – Education Takes a New Tack

by Jim Nelson, Education Coordinator

Excitement and youthful energy filled Long Reach Hall on a bright winter morning in late January as more than 100 young teens and adults gathered to view the end products of a project that was more than a year in the planning and months in execution.

The energy came mostly from the teens, 7th grade students from King Middle School in Portland, who were joined that day by teachers, school administrators and parents, along with Maine Maritime Museum staff, Trustees and guests in the culminating event of a special educational partnership between the Museum and King Middle School.

The program, called *Winds of Change*, was part of King Middle School's award-winning Expeditionary Learning Program, the avant garde in teaching and a new direction for educational programming at Maine Maritime Museum.

Expeditionary learning is not your father's "Three Rs" educational methodology. Rather, this approach begins with a central question for students to explore, with the intention that their exploration, or expedition, including research and field work, will lead ultimately to the creation of some product as the end result. The product is not a busy-work product, but one that can be of genuine benefit to the end user. In this, the King Middle students succeeded admirably.

The idea that would become *Winds of Change* began in 2011 when MMM Public Programs Director Jason Morin first thought of using Maine's maritime history as the subject for an expedition. Being aware of this trend in learning, Jason felt that the many and varied aspects of the state's seafaring past would make an ideal platform for such a program.

The folks at the Maine Community Foundation Rines/Thompson Fund agreed. Having been big supporters of the Portland Harbor Museum prior to its merger with Maine Maritime Museum, they were eager to continue their support



King Middle School 7th grade student Yvette Umugwaneza discusses her completed project with the parents of one of her classmates.

for maritime education in the Portland area. A grant from that organization provided the funding necessary to move ahead with the idea.

King Middle School was also eager to work with the Museum, and they were the perfect partners. In 1988, Principal Mike McCarthy took over the struggling school on the corner of Deering Oaks Park and instituted the Expeditionary Learning program. For five years faculty and administrators worked to implement the new program. Today, the school, which serves one of the most racially, ethnically and economically diverse neighborhoods in the state – is one of the top ranked in the state, with parents from other districts eager to send their kids to the formerly underperforming school.

Of King's approximately 500 students, more than 120 come from 17 foreign countries and speak 28 different languages.

The *Winds of Change* theme was developed by Paul Michaud and the other King Middle School teachers working in conjunction with Jason and Museum Education Coordinator Jim Nelson. The idea was to investigate the concept of change – cultural, political, technical and beyond – as viewed through the kaleidoscope of Maine's maritime history. The Kick-Off event brought the students to Maine Maritime Museum, where they toured the grounds and exhibits and began work on their Expedition in Long Reach Hall, where dozens of photos representing change in the seafaring world had been mounted on the walls.

The students returned to the Museum again later in the expedition to work on the products they were producing – a series of brochures highlighting and explaining different areas of change in the maritime world. Work on the project involved genuine research and the use of primary source documents, and there to help was Museum Archivist Anastasia Weigle, who led the students in a lively workshop that helped them understand and identify primary sources.

**Saturday, April 6, 8 a.m. to 5:30 p.m.**

## Symposium: 'Maritime Maine and the Civil War'

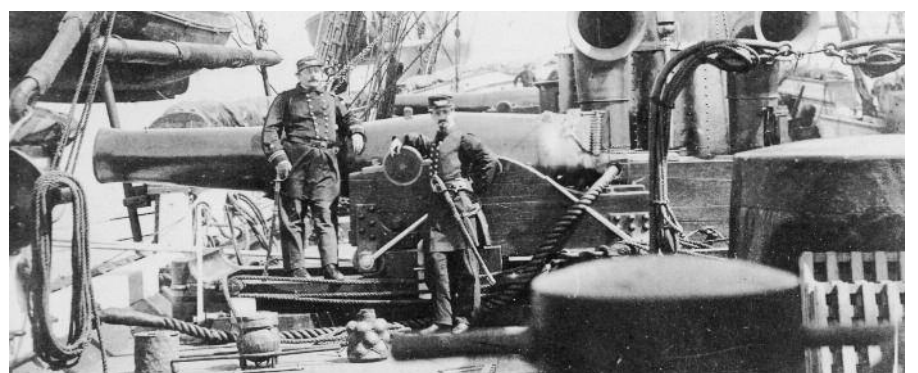
by Nathan Lipfert, Senior Curator

The 41st Annual Albert Reed and Thelma Walker Maritime History Symposium is just around the corner on Saturday, April 6. The central theme of the day's discussions will be "Maritime Maine and the Civil War," tied to the ongoing commemoration of the 150th anniversary of the American Civil War. If you haven't made reservations yet, instructions for doing so are at the end of this article.

The Civil War was the deadliest war in American history with more than an estimated 750,000 combatants killed along with an undetermined number of civilian casualties. After four years of bloody combat, the Confederacy was defeated, slavery abolished, a sitting president assassinated, and the difficult task of restoring unity and guaranteeing rights to freed slaves lay ahead. Many would argue that the ashes from the war smoldered within the American psyche and affected American politics for more than a century.

Maine had a higher percentage of its population in military service during the War than any other Union state. More than 70,000 Mainers served in the Union Army or Navy. Of those, more than 9,000 died. Maine's merchant fleets were heavily involved in the cotton trade, yet nearly 100 Maine ships were sunk or captured by Confederate ships. Even this far from the battlefields, the cost of the war was high.

Symposium speakers, consisting of historians, educators, journalists, military veterans, re-enactors and others, will present a wide-ranging discussion of the impact of the Civil War on Maine and its maritime inhabitants. Topics include: construction of famous naval vessels, such as USS *Kearsarge* at the naval shipyard



On board USS *Kearsarge*, July 19, 1864, the day they sunk *Alabama*.

in Kittery; Mainers directly involved in the war, such as Captain George Henry Preble; the experiences of Maine naval seamen; and Civil War maritime music. Symposium speakers, their topics of discussion and biographies are available online at the Museum website.

In addition to the day's lectures, registration fees (\$70 nonmembers, \$60 members, \$35 students) include a continental breakfast, lunch, dessert, coffee and the traditional concluding fish house punch reception.

Please join us for this exciting, thought-provoking day. You can register for the event online at the Museum website ([www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)), by calling 207-443-1316 ext. 322, or by returning the registration form that was mailed to all current members along with payment to the address indicated on the form.



## Coming Exhibits

### *That Flaunting Rag: Maine's Maritime War Against the Confederacy*

On view May 3 to December 1, 2013  
Kramer Gallery



Shedding light on the little known war against Confederate sea raiders; played out in an era of clicking telegraphs as a maritime chess game of espionage, long distance sleuthing and diplomatic double-entendres.

### *Beyond the Breakers: Lighthouses, Life-Saving and the U.S. Coast Guard*

On view June 8 to October 14, 2013  
Opening reception Friday, June 7,  
5 p.m.



An exhibit dedicated to the service of the United States Coast Guard in Maine, and how it evolved from two historical predecessor agencies—the U.S. Lighthouse Service, and the U.S. Life-Saving Service.

Dedicated to:

**Roland Tomlin Evans Bowler III**

Sponsored by:

**GENERAL DYNAMICS**  
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**Dale S. Hanson Foundation Fund**



Sponsorship of Museum Exhibits and  
Events available. Contact  
development@maritimeme.org.

## One Sailor's Civil War

by Chris Hall, Curator of Exhibits

From the overstuffed armchair of hindsight, we are again rubbing at the old wound of the Civil War – 150 years out. As we hark back to that magnificently enshrined tableau of grief and valor, it is instructive to recall that for those who actually lived the years of the Great Rebellion, the outcome at any particular moment was, of course, unforeseen; the war did not spool out in some Gone-With-the-Wind clock-work of golden nostalgia. It was, rather, like all history-to-be, a series of blind tiltings into the maw of the unknown.

Beyond the seminal battle of the ironclads *Monitor* and *Merrimac*, the naval side of this great conflict is relatively uncelebrated when compared to the great, terrible land battles. Of 2.5 million total combatants for the war, just 51,500 were Union Navy; 5,213 were Confederate naval officers and men at the 1864 peak. From Maine the figures were 73,000 total combatants – 6,000 of which were Navy.

A small handful of letters both to and from a Union Navy sailor from Bath was acquired by Maine Maritime Museum in 2006, which, in the way that letters do, place the reader back into the worries, wishes, boredom, rumors and small talk of the moment.

The leading character of the correspondence, William H. Crawford, served aboard the 141-foot, 632-ton bark USS *Gemsbok* in the blockade of Beaufort and Wilmington, N.C.; the letters, mostly to his wife Mary, waiting actually in Woolwich (just across the river from Bath), span from September 1861 until July 1862. The faulty spelling in fading cursive nonetheless reveals just a glimpse of their world as they were living it, full of so many unknowns to come.

#### **Aboard *Gemsbok*, December 8, 1861**

*I walk on deck night after night thinking about you, but never mind, we will have a good time yet.*

#### **Aboard *Gemsbok*, December 22, 1861**

*Dear Mary, I am in the same old place, and expect will stay some time yet. ...Four months have gone and I hope in less than four I will be home with you, but I don't know. ...It has been moderate here, but we expect colder weather next month. We are all very much discontented and there is a great many married men on board, and all as well as we are getting sick of the Sea and sick of a man of war. The steamer Albatross is on station with us she took a prize the other day valued 25,000 Dollars. We are entitled to 6000 Dollars out of that, which will be divided among us. My share will be about 50 Dollars.[appended] I have been on shore in North Carolina and helpt to steal a cow, had a very good time.*

The greatest fear in what were to become the “early years” of the war was that England would enter the conflict in support of the Confederacy, largely to ensure a supply of southern cotton to its mills. This almost occurred with the Trent Affair in November 1861, when two Confederate envoys to England, James Mason and John Slidell, were removed from the British mail packet *Trent* by the USS *San Jacinto*.

#### **Woolwich, December 29, 1861 [Mary Crawford to Wm.]**

*It almost kills me to hear that this is strong talk of war with England capture of Mason and Slidell it has produced great excitement in England.*

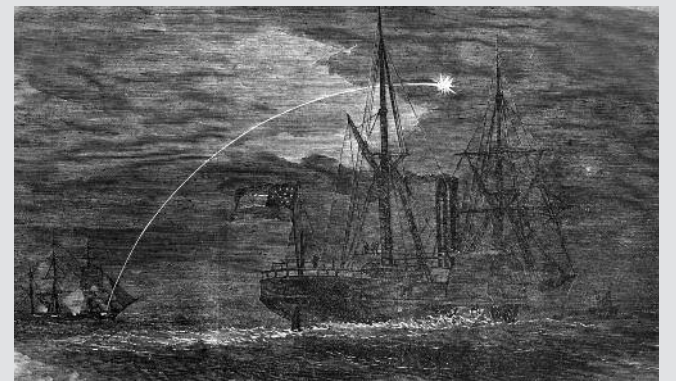
Bath, January 5, 1862 [G. C. Tarr to Wm.]

*Friend Crawford, ...I wish you all the good luck in the world for these are times that try men's Souls. Now Bill there is nothing to rite about only that it is damped hard times here. There is nothing for men to do. There was four or five Ships a-building but this trouble with England has knocked it all in the head, and the weather is cold as the devil... if we have war with England I shall go in the navy.*

#### **Aboard *Gemsbok*, February 19, 1862**

*Dear Mary, News here this morning from the west. Fort Donelson [U.S. Grant's major victory on the Cumberland River in Tennessee] has been taken ... The South will have give up before too long. Our ship has got no orders yet, and we don't know how long we are going to lay here. ...I understand the one year men are going to be discharged, but it may be only a story.*

Direct war with Britain was averted by the release of Mason and Slidell with adroit diplomacy by Lincoln and the cabinet. The *Trent* incident, however, made worse the diplomatic tangle over the role of “neutral” English support for the South, including the construction of two new dangerous Confederate sea-raiders in Liverpool shipyards, the *Florida* and the *Alabama*, as well as the Southampton repair of CSS *Nashville*, a steam side-wheel merchantman appropriated as a blockade-runner when Charleston, S.C. fell in 1861. A symbol of all that was worrisome to northern shipping interests, the *Nashville* had eluded the best efforts of the Union Navy to contain her, both within Charleston, then at Southampton, England, and back into Beaufort, N.C.; she burned a Yankee clipper along the way.



“Escape of the rebel steamer *Nashville*, from the harbor at Beaufort, N.C. on the night of the 17th of March – futile pursuit of the blockading barque *Gembok* and steamer *Cambridge* – from a sketch by an officer of the *Gemsbok*” – Frank Leslie's Illustrated Newspaper, April 12, 1892)

In the dark of night, March 17, 1862, the *Nashville* again ran back outside the blockade off Beaufort, N.C., where our man Crawford was still pacing the decks and chasing cows. He was likely on deck with the officer who depicted the *Nashville* churning by, despite twenty rounds futilely fired from the deck of the anchored bark.

The northern popular press made hay of the incident, ridiculing the Navy and its blockade, including Crawford's *Gemsbok*, portrayed here in a Currier & Ives print as a bobbing tub in the wake of the departing *Nashville* along with the steam gunboat *USS Cambridge*.



## Pauline joins Pocahontas in Fisheries exhibit

by Nathan Lipfert, Senior Curator

Wayne Whalen saw what he thought was a gap in Maine Maritime Museum's exhibits and took it upon himself to fix the situation.

You see, in the Museum's core exhibit, *A Maritime History of Maine* in the Maritime History Building, there is a wonderful model of the scallop dragger *Pocahontas*. The 79-foot wooden vessel was built in 1951 by the Harvey Gamage yard in South Bristol, Maine, for Rockland owners.



Wayne Whalen (right) discusses the model he built for MMM of the sardine carrier *Pauline* with MMM Senior Curator Nathan Lipfert (left) and Raymond Wallace, whose company built the original *Pauline*.

The model was originally made for the Gamage family by Jay Hanna, a well-known Maine modeler who did commissions for the Smithsonian, among others. It has been on exhibit at the Maritime History Building since the building opened in 1989. Before that it was displayed in the Fisheries Room at Sewall House, the Museum's former headquarters building.

Unlike many objects in the Museum's collection, it has never been off exhibit since the day it arrived. While it is a superb model, the principal reason it has remained on view is a lack of competition. The Museum has so few models of fishing vessels in its collection that there is virtually nothing else that could take its place.

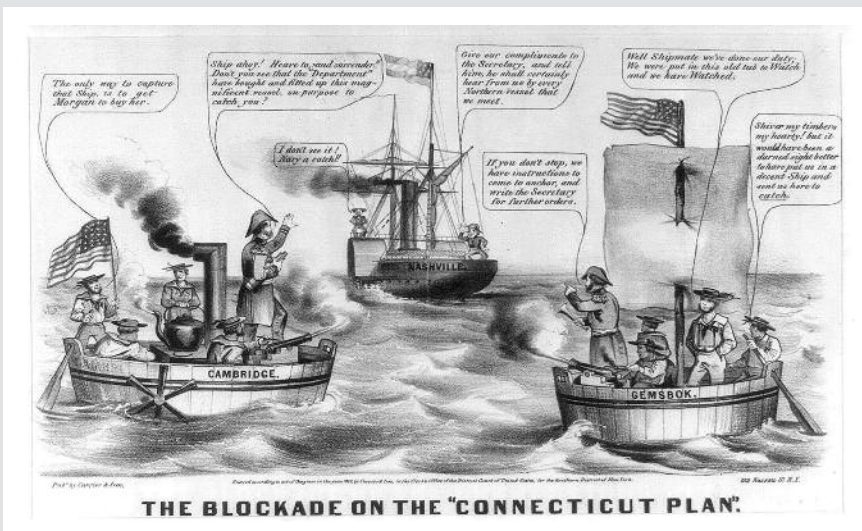
Enter Mr. Whalen, who was a volunteer at Mystic Seaport, working on that museum's restoration of the actual Maine-built dragger *Roann*, built in the Newbert & Wallace yard in Thomaston. While he saw and appreciated the *Pocahontas* model, he began to feel that Newbert & Wallace should be represented in the MMM exhibit, too. He contacted MMM Senior Curator Nathan Lipfert to discuss the matter. Assured that MMM would welcome an additional model of a fisheries vessel, Mr. Whalen undertook to build a museum-quality model of a Newbert & Wallace vessel.

The boat he chose was *Pauline*, a 72-foot sardine carrier built in 1948 for the Lawrence family of North Lubec Mfg. & Canning Co., who had a cannery in Rockland. Sardine carriers are buy-boats, picking up fish from stop-seiners and weir fishermen and bringing the fish to the canneries or packing plants. *Pauline* had a long career in the industry and was familiar to many along the coast. She still exists, although converted to a passenger cruise vessel some years ago.

Working from plans developed by "Dynamite" Payson, Mr. Whalen created a high-quality model at a scale of 3/8 inch equals one foot. The model is made so that the roof of the wheelhouse, the wheelhouse itself, and sections of the deck are all removable, so that the viewer can see what is inside. Included is a scoop net used to bring the fish aboard. All the interior details, including the chart in the wheelhouse and the diesel engine below deck are rendered with realism and a great deal of skill.

In October, Wayne Whalen brought the model to MMM from Cape May, N.J., where he lives. He presented the model to the admiring Museum staff in the presence of Raymond Wallace, formerly of Newbert & Wallace.

The *Pauline* model is now on exhibit, next to the *Pocahontas* model.



Words were had up and down the line.

From Lieutenant Cavendy, *Gemsbok*

*"It is extremely mortifying to me that she [CSS Nashville] was successful. It being calm at the time, it was impossible for me to approach her. I feel confident in saying that had I been in charge of a steamer instead of a sailing vessel, with my present officers and crew, the course of the Nashville would have been finished."*

Blatantly not said is the fact that the more effective challenge from the steam-driven gunboat never transpired, because the *Cambridge* apparently never saw the *Nashville*. Ships that pass...

From G.V. Fox, Assistant Sec. of the Navy to Flag Officer L. M. Goldsborough, Atlantic blockade squadron commanding officer

*"My dear Sir, I have yours about the Nashville. It is a terrible blow to our naval prestige, and will place us all very nearly in the place that we were before our victories. ... This is not blockade. You can have no idea of the feeling here. It is a Bull Run to the Navy."*

There is no letter from seaman Crawford that refers to this incident; likely not the best of news to report home with, though no one below decks would disagree that expecting a sailing ship to waylay a steam-driven privateer was ultimately the problem of Secretary of the Navy Gideon Welles (from Connecticut, hence the 'Connecticut Plan' jibe).

In a few weeks, life aboard the *Gemsbok* picked up, in April, when she joined in the siege and eventual surrender of Fort Macon outside of Beaufort.

Aboard *Gemsbok*, April 28, 1862

*Dear Mary, We are laying in Beaufort Harbor and Captain Cavendy told me this forenoon that we would leave here in about ten days for the North. We had a great time here taking this Fort, I will tell you all about it... We made sail in the morning and stood in, and came to anchor and began to fire our guns. They returned our fire from the Fort and I see and hear shot flying around my head in all directions. Some of our rigging was shot away by the shot, but they fired too much in the air so nobody was hurt.*

Fort Macon did surrender with scant casualties on both sides, largely from the shelling of Union artillery sited on shore; the naval work was considered a minimal distraction. In fact, the greater danger to Crawford's ship was getting stranded on a bar while awaiting a tow into the harbor, and pounding all night until high water. The damage sustained prompted the return of the *Gemsbok* back north for repairs, and returned William to his Mary in Woolwich by July 1862.

Any strategic value to the Union hold in Beaufort was never exploited, as the tide of war largely receded from North Carolina until the death throes of Fort Fisher and the Confederacy in February 1865.

But, of course, that was all in the future.



## 2013 Raffle Boat is 15' John Gardner Peapod

Peapods, like dories, were originally the sturdy working boats of fishermen. Their origin is lost in the mists of time, but in his book "Building Classic Small Craft" John Gardner speculates that the prototype peapods were probably derived, at least partly, from the seagoing canoes used by the Passamaquoddy Indians. Whatever their origin, peapods were magnificently well suited to the use they were put to. Reliable and trustworthy in heavy seas and easy to row, peapods resist capsizing even as the weight of a lobster trap is hauled over the side.



An early Maine lobster boat and a favorite of fishermen around the turn of the 20th century, peapods are a joy to row and can really pack a lot of cargo. Both ends are identical providing for a smoother ride in a following sea.

The raffle peapod was built in the Museum's boatshop by our talented volunteers under the guidance of Boatshop Manager Kurt Spiridakis. It was constructed using the lines of a 15-foot version found in "Building Classic Small Craft." Rated for five passengers and outfitted with two rowing stations, this peapod can really handle a large group.

This is your chance to own a timeless Maine classic. Tickets are \$5 each or five tickets for \$20 and are available for purchase at the Museum Store or through our online store at [www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org). Your boating friends will envy your new \$5 boat.

### Specifications:

Cedar on oak; copper rivets;  
bronze fasteners  
L.O.A: 15ft Beam: 4ft 10in  
Weight: about 175lb

## Wyoming masts to soar over Percy & Small again

*Continued from page 1*

Museum's website as the date draws closer.

"Erecting the masts has been an important goal since 2006," Lent says. "Now, thanks to their efforts and the financial support of a few key contributors it is going to become a reality."

More than 50 individuals and organizations contributed in excess of \$1 million to build phase 1 of the evocation. The fundraising success to complete the evocation by erecting the masts was the result of several key gifts.

A former Trustee, Ken Kramer, left a bequest for this project and another former Trustee, Tom Yale, arranged a donation of the six high-mast light poles that will serve as the masts. Longtime supporters who wish to remain anonymous pledged a gift in expectation that more people



would share their devotion. An annual visitor from England, Robert Kaltenborn, pledged a gift in honor of his deceased wife, an artist who had been enthralled with the evocation and wanted it to be completed.

With so many pieces in place, Marjorie Twombly, surviving wife of former Museum board Trustee George Twombly, with the support of her family, made an extremely generous gift that met the fundraising goal necessary to raise the masts. George Twombly was a lead donor and had been an enthusiastic supporter of the *Wyoming* project from the start.

"The generous contributions of the Twombly family form the financial 'book ends' that make it possible for the Museum to interpret this great schooner in a way that will transform the Museum's campus and greatly enhance how we bring to life the story of Maine's world famous shipbuilding traditions," says Lent. "Because of that support the *Wyoming* evocation will be dedicated in honor of George Twombly."

## 2nd annual 'Voices of the Sea' event March 28

Thursday, March 28, 6:30 – 8:30 p.m.  
DiMillo's On the Water, Portland  
Members \$12; nonmembers \$15

by Jim Nelson, Education Coordinator

In late March, commercial fishermen from Maine will gather once again, not to haul traps or mend nets, but to share poetry, songs and stories about life on the water.

On Thursday, March 28, Maine Maritime Museum will host the second annual **Voices of the Sea: The Poetry and Song of Maine's Fishermen and Those Who Work on the Water** at DiMillo's On the Water, Commercial Street in Portland, beginning at 6:30 p.m. Following in the tradition of ever popular cowboy poetry events, "Voices of the Sea" features professionals from the maritime world who use their art to illuminate the hard and often invisible work they do.

Hosting this year's event will be Maine storyteller, writer and radio host John McDonald. He will be joined by commercial fishermen and mariners cum poets and songwriters, including singer/songwriter/lobsterman Frank Gotwals from Stonington, and Jack Merrill from Little Cranberry Island, who also lobsters and serves on the Board of the Maine Lobstermen's Association. Also sharing her experiences and impressions of the sea will be well-known Maine poet Sarah Woolf-Wade.

Fishermen Poetry is a genre that is growing in interest and practitioners. The form is modeled on the cowboy poetry that began around campfires in the 19th century and continues today, written and performed mainly by those who work in traditional cowboy occupations. The maritime world, too, has always inspired literary endeavors, from Herman Melville to John Masefield, and the fish-

ermen poets continue to build on that tradition.

"Astoria, Oregon, hosts the Fisher Poets Gathering, the biggest fisherman poetry event in the country," says Maine Maritime Museum's Education Coordinator Jim Nelson. "They get fishermen from all over, including, this year, Maine's own Jack Merrill. Their event goes on for days and is spread out over a number of venues."

Voices of the Sea will be just one evening, but organizers hope to see it expand. "It would be great to see this keep growing," says Nelson. "Someday I would love to see Voices of the Sea become the East Coast version of the Astoria Gathering."

Once again, DiMillo's will host Voices of the Sea, which Jason Morin, director of Public Programming, points out, is the perfect venue.

"You can see the fishing fleet right out the windows. What's more, restaurants such as this are the end users of the fishing industry," he says.

Doors for the event open at 6 p.m. Admission is \$12 for MMM members, \$15 for nonmembers. A cash bar will be open before and during the event, and dinner is available in the dining room downstairs, including DiMillo's famous Early Dinner Special from 4 to 6 p.m.

"This is a really unique event," Morin adds, "and a unique celebration of Maine's commercial fishermen, one that highlights the many talents of those who earn a living working on the water."





# Museum Events

## Navigation and Boating Classes

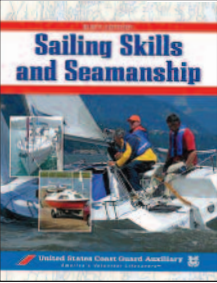
### Sailing Skills and Seamanship Course

Wednesdays, March 13 to April 17

6:30 to 8:30 p.m.

Register by March 8

Members \$70; nonmembers \$75



Improve your sailing skills. This course, taught by members of the Coast Guard Auxiliary, is designed for both experienced and novice sailboat operators and covers a broad range of information from sailboat types to reading the wind, plus navigation aids and rules of the road. Skills taught include basic maneuvers, docking and anchoring. An optional boating safety certificate exam will be administered, a requirement for most states and Canada.

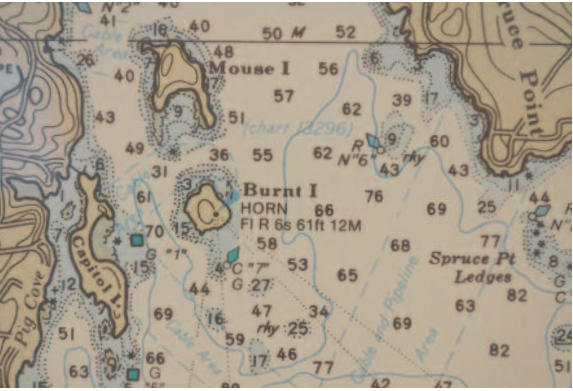
### Navigating Mid-Coast Maine (Weekend) Course

Saturday, April 20 & 27

1 to 5 p.m.

Register by April 12

Members \$80; nonmembers \$85



Learn how to navigate and make boating more enjoyable. In this introductory course you'll learn the basics of reading nautical charts and about navigational aids, using a chart of the Boothbay area. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude and dead reckoning are explained. The chart and a handout on navigation principles are included in the course fee. A parallel ruler and dividers are needed, which are available in the Museum Store.

### Suddenly in Command Boating Class

Monday & Wednesday, June 17 and 19

6:30 to 8:30 p.m.

Register by June 10

Members \$40; nonmembers \$45



An ideal course for all private boat PASSENGERS. What would you do if an emergency arose while boating, and you were suddenly in command? Could you get help? Get to shore? What should you do? You and the skipper will both enjoy your voyage more knowing you can respond if needed. All required materials are included.

### Navigating Mid-Coast Maine (Weeknight) Course

Mondays and Wednesday, June 24 & 26, July 1 & 3  
6:30 to 8:30 p.m.

Register by June 17

Members \$80; nonmembers \$85



Learn how to navigate and make boating more enjoyable. In this introductory course you'll learn the basics of reading nautical charts and about navigational aids, using a chart of the Boothbay area. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude and dead reckoning are explained. The chart and a handout on navigation principles are included in the course fee. A parallel ruler and dividers are needed, which are available in the Museum Store.

## Boat Shop Workshops

### Shaker Box Making Workshop

Wednesday & Thursday, April 10 & 11 or

Wednesdays, May 8 & 15

5 to 8 p.m.

Members \$70; nonmembers \$75



This popular workshop is ideal for the beginner to intermediate woodworker. In just two short sessions you'll gain the skills to build a handcrafted set of Shaker boxes. Each box is built of cherry and cedar with copper tacks and serves as an elegant storage container. They make jaw-dropping gifts or a beautiful addition to your home. No woodworking experience is needed and all materials are included.

*Class size is limited to 7 students. All of last year's courses sold out, so be sure to register early. Registration closes one week prior to start date.*

### Fireside Stool Workshop

Tuesdays, May 14 & 21

5:30 to 8:30 p.m.

Members: \$65; nonmembers \$70



Build a three-legged stool, guided by a graduate of the North Bennet Street School, in this six-hour course which meets for two evenings. This solid pine stool has no fasteners and is held together only with tight joinery. It is perfect for sitting by the fire, working in the home shop, or the occasional milking. No woodworking experience is necessary to produce a beautiful stool.

## Large bell seeks transport back to home river



After many years of hanging outside the U.S. Coast Guard Academy Museum in New London, Conn., the original Fiddler's Reach fog bell has been

released for display at Maine Maritime Museum on permanent loan from the Coast Guard. MMM is seeking a transport solution that gets the 1,300 lb. bell from New London to Bath by early May. Please contact Curator of Exhibits Chris Hall at hall@maritimeme.org or (207) 443-1316, ext. 326 for details and assistance.

## Boatshop Free Tree Removal Program



Thanks to members, volunteers and friends of the Museum who called when they had downed trees, the Boatshop is currently using 100% Maine grown trees for boatbuilding. Over the past three years the Boatshop has accumulated more than 2,000 board feet of boatbuilding lumber through tree donations.

However, the Boatshop could use more trees for lumber, as Boatshop Manager Kurt Spiridakis is always looking toward future needs. Species currently being sought are Cedar, Oak, Pine, Spruce, Cherry and Walnut.

If you live within 20 miles of Bath and have a downed tree or trees at least 10 inches in diameter and 8 to 25 feet in length in one of the species named above, a Boatshop crew will come and haul it or them away at no cost. If you're unsure of what kind of tree you have, a Boatshop rep would be happy to come by and identify it.

The trees are taken to the sawmill of John Morse, whose family has been cutting boatbuilding wood for more than 150 years, to be cut into usable lumber. Once cut, the lumber is stored beneath the Boatshop to air dry slowly, making it easier to work and bend.

A tree donation might be tax deductible; check with your tax preparer.



# Giving to Maine Maritime Museum

## Honor/Memorial Gifts

October 2, - February 5, 2012

### In Memory of Joseph Berkall

Ms. Sharon E. Scheiner

Mr. and Mrs. Gregory S. Verklan

### In Honor of Stephen C. Caulfield

Mr. and Mrs. Brian Carey

### In Memory of Jean C. Ierardi

Ms. Laura I. Pugliese

### In Memory of Cynthia Sewall

Janeway Coates

Mr. Thomas L. Hinkle

### In Honor of Harry W. Konkel

Mr. and Mrs. James D. Konkel

### In Memory of James McGuiggan

Ms. Jacqueline Berry

Mr. and Mrs. Harry Doughty

Mr. and Mrs. Alfred Galgovitch

General Dynamics, Bath Iron Works

Mrs. Lynn Gilliam

Mr. and Mrs. James Harvie

Mr. and Mrs. James Heard

Ms. Janice Kauer and

Mr. Michael Barndollar

Ms. Virginia MacDonald

Mr. and Mrs. G. M. Page

Pine Tree Service Center, Inc.

Mr. and Mrs. Raymond A. Stagg

Mr. and Mrs. James Totman

Mr. and Mrs. Peter D. Watson

### In Memory of Scott Quirion

Mr. and Mrs. James Stefanski

### In Memory of Joan Rives

Mrs. E. Barton Chapin, Jr.

### In Memory of John Way

Mr. and Mrs. John A. Dromsky

Ms. Constance C. Lewis Hooker and

Mr. Calvin Hooker

Mr. and Mrs. Robert E. Springhorn

Mr. Richard J. Walls

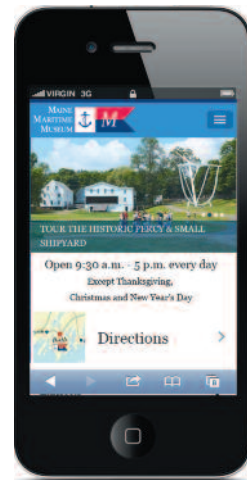
## Innovation Coming Your Way

by Janice Kauer, Director of Development and External Affairs

With a successful 2012 50th Anniversary operating budget closing “in the black,” the Trustees announced the launch of the **Fifty Forward Innovation Fund**. Monies from this fund will fuel projects to keep Maine Maritime Museum relevant and dynamic, to create new ways for the public to access and enjoy the collections, and to implement the latest technology to improve visitor experience. The fund will be augmented from time to time as surpluses and special gifts permit.

What’s up first? A new version of the Museum’s website is being specially configured for mobile devices. With more than 25% of visitors now utilizing a “smart” phone or similar mobile device to access the Museum website it is increasingly critical to provide them a website experience that suits their needs. People who study trends in technology anticipate that the majority of Americans will be using such devices as their primary access to the Internet by 2015.

Timed to arrive for the *Beyond the Breakers: Lighthouses, Life-saving, and the U.S. Coast Guard*



A preliminary mock-up of the MMM mobile website.

will be augmented with a large flat-screen monitor to deliver Business Partner audiovisual information.

If you have ideas for the Fifty Forward Innovation Fund – you are invited to share them with Janice at (207) 443-1316 ext. 327 or by email to [kauer@maritimeme.org](mailto:kauer@maritimeme.org).

exhibit opening in early June, a new kiosk will become part of the more permanent features in the Museum’s main lobby, Sewall Hall. This kiosk will provide touch-screen access to maps and a depth of information about individual Maine lighthouses and shipwrecks. More information and functionality will be added for future exhibits.

Also, for visitors who are interested in more information about MMM Business Partners, and Business Partners who would like to connect more strongly with visitors, the current brochure library

## Welcome New Members

Jeffrey and Elizabeth Albert

Henry Atkins

James Babka

Rebecca and Justin Bailey

James G. Bennett

Herbert Berezin

Mark W. Biscoe

Beth and Keith Bisson

Libby Blackman

Vivian and Russ Bolt

Donna and James Boyles

Heather Brewer

John Bronson

Jennifer Brown

Janice and Robert Brownie

Keith Burgess

Jason Phippen and Erika Burlage

Leonard Burt

Janet Callowhill

Connie and Doug Cameron

Hector Casas

Carolyn C. Case

Peter Church

Mark Colby

Deborah and Noel Coletti

Sara and Russ Cox

Beverly and Mark Curry

Catherine and John Damon

Esther and Bill Danielson

Barbara and John Danly

Stephanie Desmond

Margherita M. Desy

Judith and Ralph Doering

Tammy and Donald Doughty

Suzanne Downing

Ed Draves

Jane D. Driscoll

John Eddyblouin

Ruby and Peter Fafoutas

Tracey Falla

Angel and Bruce Farrin

Mona and Ken Faulter

Maxine and Marty Fish

Kathleen and John Gatti

Chuck Gauger

Sally and William Gemmill

Tim Gillogly

Lisa and Leon Gorman

Homer J. Grace

Marshall M. Green

Carl Gross

Dennis Haislet

Jennifer and Steven Hall

Ellen and Jonathan Handelman

Beth Kubik and Tom Hanson

Anne and Eldon Harris

Amy and Gaius Hennin

Jay Herson

Charles Hodgkins

Valerie and William Holt

Barbara and Horace Horton

Beverly Brown and Paul Hureau

Kris H. Ingves

Juan Jaramillo

Carol and Roger Johnson

Kristin and James Johnston

Marcy and David Joseph

Joel Justin

Dorothy and Peter Kelley

Eileen S. Kiebala

Martin W. Lakeman

Margaret and Robert Landon

Jackie and Bruce Lemieux

Craig Lion

Carol and Warner Lord

Stasia and Forrest Lowe

Shelly Gallender and B. Benjamin Lowry

Linda and Kerford Marchant

Robin Purington McGuire and

D.J. Maney

Jennifer McIvor

Ryan T. Mildrum

Elizabeth S. Miles

Jeffrey Miller and Karen Mignone

Karen and Matt Monaghan

Ben Mooney

Anthony Nappi

Emily C. Nelson

Anthony Norman

Mary Jane Northrop

Debbie and Robert Ouimette

Carolyn Owens

Barbara and Richard Parkhurst

Barbara and Gary Phillips

Charles Poole

Lucy and Mark Preston

Maryann and Don Price

Russell C. Raynor

Chester Rice

David Rice

Joy and Paul Riemann

Michelle and James Rines

Martha and James Rives

Constance and Donald Rose

Susan and John Saunders

Tricia Schmidt

Lael and Christopher Schwabe

Sam Selby

Paul Shardlow and Vicki Banks

John R. Shorey

Howard T. Stackpole

Colin Stanfield

E. Jeffrey Stann

Megan Gentile and Cole Theriault

Thomas W. Thomsen

John and Nina Trumper

Barbara and Jesse Tyler

Adam Ulrickson

David P. Vacca

Byron Bates and Cornelia Vick

Cheryl Anne and Ric Walters

Dianne Ward

Taylor and Adam Ware

Lois and Charles Weeks

Robert Wexler and Gayle Slattery

Narelle and Michael Whitney

Ellen and Peter Wood

Mary Ellen Young



# Celebrating Our Business Partners

## Perry, Fitts, Boulette and Fitton (PFBF)



A dedicated team of men and women, representing a wide range of ages and experience, PFBF offers first rate accounting and financial tax expertise from individuals who are friendly, personable, and obviously happy to be of service. PFBF partners and staff see their profession as a people business as much as it is a numbers business. They take the time to get to know their clients and, more importantly, allow their clients to learn about them, forming a trusting relationship.

The firm's partners take great pride in fostering a corporate culture of giving back to the communities in which they work and live. They encourage PFBF CPAs and employees to serve on boards and participate in organizations to ensure the staff stays both grounded and connected.

The accounting firm of Perry, Fitts, Boulette and Fitton CPAs has recently opened a branch office at 259 Front Street in Bath, an expansion of its main office in Oakland.

As a new Business Partner with Maine Maritime Museum, PFBF looks forward to building a strong relationship with MMM, fully recognizing how fortunate the Mid-coast Maine community is to have one of the most prestigious maritime museums in the world at its doorstep. The firm shares similar beliefs with MMM and admires the board and staff's determination to inform people worldwide of the incredible story – past, present and future – that is maritime Maine.

To learn more about the team at PFBF visit [www.pfbf.com](http://www.pfbf.com).



## Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

### Anchor (\$5,000)

Bath Savings Institution  
General Dynamics Bath Iron Works  
Reed & Reed, Inc.

### Quarterdeck (\$2,500)

**Churchill Events**  
Integrated Marine Systems, Inc.  
Norton Insurance & Financial Services

### Mast (\$1,000)

Allen Gelwick-Lockton Companies  
Atlantic Motorcar Center  
Carl A. Bickford, Inc.  
Chesterfield Associates Inc.  
Cribstone Capital Management  
RM Davis, Inc.  
Downeast Windjammer Cruises  
Hampton Inn Bath  
Holiday Inn Bath  
**Intermarine Incorporated**  
The Lane Construction Corp.  
Maine Lobster Direct  
North & Company, LLC  
**PFBF/Perry, Fitts, Boulette, and Fitton, CPA**  
Piper Shores  
WEX, Inc.  
Yale Cordage, Inc.

### Rudder (\$500)

Anchor Capital Advisors LLC  
BEK Inc.  
**Best Western PLUS Brunswick Bath**  
Cross Insurance  
Great Island Boat Yard  
Greater Brunswick Physical Therapy  
Hap Moore Antiques Auctions  
The Highlands  
J.R. Maxwell & Co.  
Sagadahock Real Estate Association  
Strouts Point Wharf Company  
Thomaston Place Auction Galleries, Inc.

Thornton Oaks Retirement Community  
**UBS**

### Galley (\$300)

Admiral Steakhouse  
Ames True Value Supply  
Androscoggin Dental Care  
Anna's Water's Edge Restaurant  
Atlantic Seal Cruises  
Back River Music Works  
Bailey Island Motel  
**Bath Subaru**  
Beale Street Barbeque  
Belle Fete Events & Catering  
Bert's Oil Service, Inc.  
Brewster House Bed & Breakfast  
Byrnes' Irish Pub  
The Cabin Restaurant  
**Cameron's Lobster House**  
**Chase Leavitt**  
Comfort Inn  
Cook's Lobster House  
Coveside Bed and Breakfast  
David Etnier Boat Brokerage  
Deborah Randall Fine Art  
DiMillo's On the Water  
DJ's Texas Style BBQ  
**East Coast Yacht Sales**  
El Camino Cantina  
Fiona's Catering LLC  
Fish'N'Trips Maine  
Flagship Inn  
Frohmler Construction, Inc.  
The Galen C. Moses House B&B  
Gilman Electrical Supply  
Halcyon Yarn  
Harbour Towne Inn  
Hardy Boat Cruises  
Harraseket Inn  
Henry and Marty  
Hilton Garden Inn Freeport  
Holden Agency Insurance  
The Inn at Bath

Kennebec Tavern & Marina  
Kitchen Chicks Catering  
Land's End Gift Shop  
Lie-Nielsen Toolworks  
Lisa Marie's Made in Maine  
Local Sprouts Cooperative  
Mae's Cafe & Bakery  
Maine Lobstermen's Association, Inc.  
Monhegan Boat Line  
The Mooring Bed and Breakfast  
Morton Real Estate  
New England Tent and Awning  
New Meadows Marina  
Now You're Cooking  
O'Hara Corporation  
Peter B. Flynn, CPA  
Portland Schooner Co.  
Red's Eats  
Rocktide Inn  
Sarah's Cafe & Twin Schooner Pub  
Schooner Eastwind  
Schooner Heritage  
Schooner Lewis R. French  
Schooner Stephen Taber  
Seacoast Catering and Lobster Bakes  
Sebasco Harbor Resort  
M.W. Sewall  
Shelter Institute, Inc.  
Simply Elegant Catering  
Sista's Catering  
Sitelines, PA  
soggy dog designs photography  
Solo Bistro Bistro  
Soule, Soule & Logan  
Spinney's Restaurant, Guest House & Cottages  
Springer's Jewelers  
Starlight Cafe  
Taste of Maine Restaurant  
Topside Inn  
Vigilant Capital Management, Inc.  
Wiscasset Motor Lodge  
Woodex Bearing Company, Inc.

### Binnacle (\$100)

#### Our non-profit partners

The Apprenticeshop  
Big Brothers Big Sisters of Bath/Brunswick  
Boothbay Harbor One Design Association  
Bowdoin International Music Festival  
**Carpenter's Boat Shop**  
Casco Bay Council Navy League  
Cathance River Education Alliance  
Chewonki Foundation  
Elmhurst, Inc.  
Friends of Merrymeeting Bay  
Friends of Seguin Island  
Holbrook Community Foundation  
Hyde Schools  
Kennebec Estuary Land Trust  
Kieve-Wavus Education, Inc.  
Main Street Bath  
Maine Antique Dealers Association  
Maine Built Boats, Inc.  
Maine Island Trail Association  
Maine Maritime Academy  
Maine State Aquarium  
Maine State Music Theatre  
Maine Wind Industry Initiatives  
Maine's First Ship  
Maritime Funding Association of Maine  
Portland Public Library  
Sagadahoc Preservation, Inc.  
Sailors for the Sea  
Seacoast Science Center  
Sheepscot Valley Conservation Assoc.  
The Theater Project  
Wawenock Sail & Power Squadron  
Wiscasset, Waterville & Farmington Railway Museum  
**Yarmouth Historical Society**  
Bath Area Family YMCA



Welcome to New Volunteers

**Boatshop**  
Isabella Zoe Ciolfi  
Sally Maynard

**Sherman Zwicker**  
Capt. John Noone

**Donnell House**  
David Schulz

**P&S Tour Guide**  
Ralph Palmer

2013 Volunteer Council

**Chair**  
Chester Hopkins

**Members**  
Mark Curry  
Peter Dublin  
Nick Locsin  
George Lyons  
Mary Earl Rogers  
John Ross  
Peter Stackpole  
Mary Weinberg  
Nancy Wilkes

Volunteer Calendar of Events

- March 13**  
Volunteer Breakfast
- May 18**  
Spring Quartermaster’s Day
- May 27**  
Memorial Day Weekend  
(2013 Summer Season Begins)
- June 1**  
Wyoming Masts dedication & Open House
- June 7**  
Welcome Back Picnic

Annual Volunteer Breakfast

**Wednesday, March 13**  
8:30 a.m. to 10 a.m.  
Long Reach Hall

Guest Speaker: Dana Marquis, project development manager for Ocean Renewable Power Co., the first to generate tidal power for the power grid

Volunteer Council launches recruitment effort

by Ann Harrison, Volunteer Coordinator

With an estimated 40 to 45 new volunteer staff members needed for the 2013 season, volunteer recruitment is a top priority for the Volunteer Council this year.

First year council member John Ross is chairing the Recruitment Committee, which includes council members Mark Curry and Mary Weinberg and two members of the Board of Trustee’s Public Programs Committee, Marjorie Geiger and Jim Drake.

In its first meeting, the committee decided to make Front Line recruitment its primary focus. Front Line volunteers hold positions that are seasonal (May through October) and which interact with Museum visitors. They provide information, and some interpret the history and origin of the various features of the Percy & Small Shipyard.

Council members representing Front Line positions are organizing “Team Parties” or focus groups for each of their volunteer areas. All the volunteers within a specific volunteer area will host the party, and each is asked to bring a guest who could be interested in the volunteer program. Guests will be asked to bring a friend or family member, too. Other members of the Museum family also are encouraged to invite potential Front Line volunteers.

The parties will be held March 15 to April 15 on the Museum campus (see table for schedule). The parties will be followed immediately by Orientation Meetings for new volunteers.

<b>March 21</b> 5:00-6:30pm	<b>Sherman Zwicker, Ship Launch Demo, VSAs</b> Host: Capt. Chet Hopkins	Long Reach Hall
<b>April 4</b> 5:00-6:30pm	<b>Percy &amp; Small Tour Guides</b> Host: John Ross	Long Reach Hall
<b>April 9</b> 10am-Noon	<b>Donnell House</b> Host: Mary Earl Rogers	Donnell House
<b>April 11</b> 1:00-3:00pm	<b>Greeters &amp; Gallery Docents</b> Host: Mary Weinberg	Long Reach Hall
<b>April 11</b> 5:00-6:30	<b>BIW Tour Guides</b> Host: Mark Curry	Long Reach Hall

Council members not involved with the Team Parties will distribute posters at real estate companies and libraries.

A series of news releases will be issued explaining the need, the activities and expectations for each of the Front Line positions, while also providing readers info about all volunteer opportunities available at Maine Maritime Museum.

If you would like to become more engaged in the recruitment project call the Museum’s Volunteer Office at 443-1316, ext. 350, for more information.

Volunteers recognized for service

In 2012, more than 200 active volunteers provided 18,261 hours of service to Maine Maritime Museum. The estimated value of their work was almost \$400,000. During an event in November in appreciation for the contribution of all volunteers, the following individuals were recognized for reaching the indicated milestones.

New Volunteers in 2012



(l to r) Steven Dorey, Frank Waterbury, John Ross, David Rice, Peter Martin, Bill Gruener, Dick Ronan, Paul Hureaux, and Tony Norman. (Not pictured: Deborah Bates, Leonard Burt, Janet Callowhill, Juliana Cliffe, Mark Curry, Tim Gillogly, Rudi Guiliani, John Hall, Frank Heymann, Erik Ingmundson, Beth Morris, Linda Noll, Joe Noll, Katherine Raymond, Sam Selby, John Shorey, Jack Tingley, Alfred Tyrol and David Vacca)

Five Years with 250+ Hours



(l – r) Cathy Hopkins, Mark Seidenberg, Judy Murphy, Jim Wilkes, Nancy Wilkes and Lynn Rider. (Not pictured: John Cotton, Roy Jenkins, Bob Landorf, David Sheaff, Trish Sheaff, Chris Smith and Kelly Watt)

Ten Years with 500+ Hours



(l – r) Chuck Booth, Jean Brusila and Jonathan St. Mary. (Not pictured: Kate Beaudette, Ed Knapp, Doug Stewart and Fran Zaborowski)

250+ hours in 2012



(l – r) Nick Locsin, Tom McMahon, Bob Trabona, Richard Spear, Don Strickland, Jim Swol, Lynn Rider, Peter Stackpole, Peter Dublin. (Not pictured: David Bellows, Roy Jenkins, Rudi Lehr, Chris Smith, Jim McQuaide)

15 Years



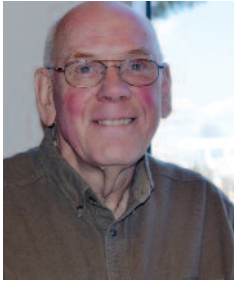
Ray Swain (right), who completed 15 years of volunteer service in 2012, is pictured with Cliff Russell, Chair of the Board of Trustees.



# Volunteer Viewpoint

## My Favorite Artifact

by Ken Gunston



In younger days, a girl once told me that men are fascinated by things that are big, noisy and dangerous. Perhaps that thought accounts for why, as a little kid, I wanted to stand as close to the train's steam engine as I dared when it pulled into the station. The wheels were bigger than I was and the steam seemed to hiss out of this place then another place as if it were alive and barely controlled. My mother would pull me back.

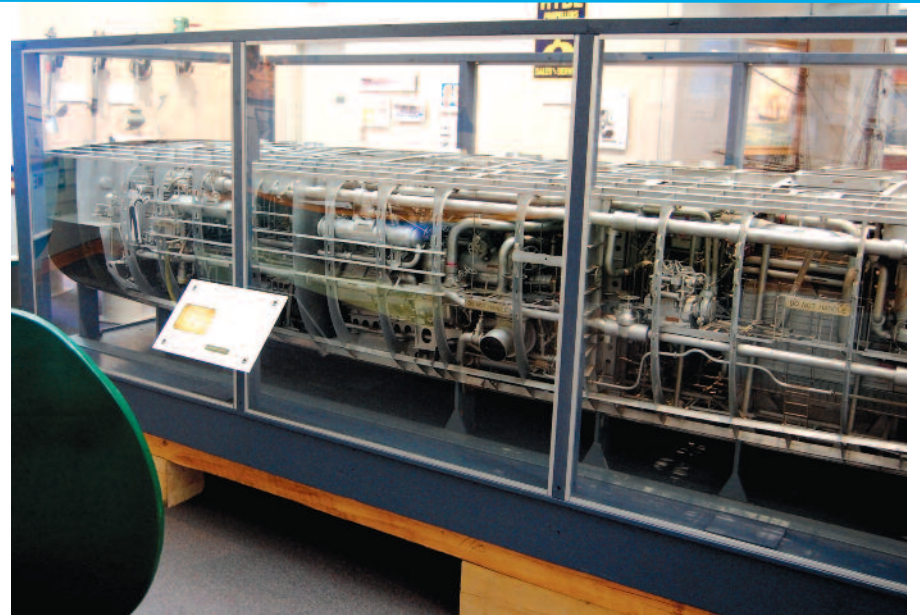
There are few machines as big and dangerous as a destroyer, but a destroyer is also concisely beautiful. A destroyer is designed to house every useful offensive and defensive weapon and every sensor that technology can offer in a relatively small hot rod ship. Every square inch of hull space is accounted for. In action, a destroyer sails at the perimeter of the fleet to face the enemy's submarines and missiles first, protecting the Queen Bee (aircraft carrier) at the center of the fleet. Or, it escorts unarmed vessels through enemy controlled waters and is the first to see trouble.

My favorite artifact at the Museum is the *Sims* space fit design model. Unlike other ship models at the Museum that were built for boardroom display, the *Sims* model was part of the design process of the *Sims*-class of destroyers. *Sims* was the last destroyer class completed before WWII (12 ships, all commissioned in 1939 and 40). Gibbs and Cox were subcontracted by BIW to make this huge model. The model places every pipe and walkway, every piece of apparatus, every structural member (except the hull's external sheet metal) to make sure they actually fit.

The ancients designed their ships by building the wooden hull skin first, shaping it as desired and then building the internal structure and rooms to fit. By the time Percy & Small was building ships, the design process used half hulls to specify the shape, so the framing could be dimensioned from the half hull.

BIW won the contract to design and build the first two destroyers of the *Sims*-class (the *Sims* and the *Hughes*) by underbidding their competitors. They did so by putting the building of this very expensive detailed model ahead of ship construction and ahead of final paper design, a major departure from existing design practice. This was a controversial design methodology.

The shipyard that won the bid for the Navy's next class of destroyer did not



use the detailed model design methodology, a big mistake resulting in delays and cost overruns. Subsequently, the Navy specified the requirement for a space fit design model in its contracts. The *Sims* model design approach in ship building held until it was eventually replaced by CAD (Computer Aided Design). This space fit model is an important piece of ship design history.

The artifact is huge. It required a crane, a tractor and many people to move it from the Museum storage room to the display floor as part of the *Heavy Metal* exhibit in 2010. Large models invite you in. A person could stand by that model imagining walking the internal walkways, hearing the sounds, smelling the air while ducking the pipes to inspect or turn a valve or assess damage immediately after a torpedo strike, trying to avoid thinking of the next torpedo possibly heading his way. And that person standing beside this artifact might remember the boy he was once, putting his head on the floor so close to the Lionel, closing his upper eye so his lower eye would be the same height as a scale-sized railroad worker.

The two BIW lead ships of the *Sims* class, commissioned weeks apart, were the only *Sims* class destroyers built at BIW, but in a way, they describe the American WWII Pacific Theater experience. The *Sims* was sunk early in the war under the withering attack of 24 Japanese bombers at a time when America's inexperienced fighters were losing all major battles. There were only 14 survivors. The *Hughes*, though damaged many times, sometimes severely, was never sunk, always repaired to fight again and was part of the fleet in Tokyo harbor for the signing on VJ day.

## Why I Volunteer

by Kelly Watt



I have volunteered at Maine Maritime Museum for several years as a Greeter and have enjoyed talking to visitors from all over the United States as well as from overseas. This year, I am volunteering at the Boatshop where a wonderful bunch of people are working together to teach 7th and 8th graders from Woolwich Central School to build boats.\*

When I told Boatshop Manager Kurt Spiridakis that I didn't know anything about building boats, he said it wasn't so hard, and that I would learn along with the kids. Well, so far, it hasn't quite worked out that way (the kids have left me in the sawdust), but I keep going back every Wednesday because I love to watch them gain skills and confidence that will help them in the future. Hopefully, I will be able to volunteer at the Boatshop again next year when I will have gained a bit of knowledge and can be more helpful.

If you would like to visit the Boatshop to watch the students as they build two beautiful boats, I recommend you come on a Wednesday during the school year. The students are building two Jeb Skiffs, which are flat-bottomed outboard row-boats; at the moment they are planking the boats and doing a great job.

Also, if you feel the urge to join the Boatshop volunteers, please do feel free to contact Kurt in the Boatshop! You definitely won't be bored and will be involved in a unique and valuable endeavor!

*Note: Kelly, a Museum volunteer for the past five years, has indicated she will again volunteer as a Greeter during the 2013 season, in addition to her volunteer adventure working with students in the Boatshop during the academic year.*

\*South Bristol school also sends its 8th grade students to the Boatshop on Fridays.



# The Puzzler



## A Bath-built four-mast schooner? If so, which one?

by Nathan Lipfert, Senior Curator

Okay, let's go back to sailing vessel identification. This photograph of a four-mast schooner was collected by Nicholas Dean of Edgecomb, and donated in 2008 by his widow Zibette. There are a few visible clues, but not quite enough to make a positive ID. The photograph is taken immediately after launching, with the flags still up, although there is no breeze and they are not exactly flying. The house flag is set on the main, and it is predominantly a dark color (not unlike the Percy & Small flag). The vessel's name burgee is set on the mizzen, and it is the style used by Percy & Small on *Wyoming* and other vessels, with the row of tiny blue and red triangles down the hoist of the flag. You can't read the name, of course, but the first letter looks to be an H or an M, and the last letter is definitely a Y. The nameboards are visible on bow and quarter, but not distinct enough to read, or even count the letters. The hull appears to be a light grey. It appears that the location might be the Kennebec River at Bath, but maybe not. Percy & Small built a batch of short-pooed four-masters like this, but so did a lot of other shipyards. The original photo is not in great condition, but many details of the schooner can be seen, so it would be wonderful to know which vessel it is. Can anyone identify it? If anything in the photograph is familiar to you, please contact senior curator Nathan R. Lipfert, 207-443-1316, ext. 328, or [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org), or drop a card in the mail.

## Any basis for the 'Basin'?



Member Robert H. Cushman writes, "This photograph...appears to me to be taken in 'The Basin' in Phippsburg. The narrow deep water entrance is in the hazy upper left and the contour certainly resembles Walter Cronkite's favorite gunk-hole. We motor annually from our Sebasco Harbor Resort cottage around that small island – a favorite of

boaters – full of osprey nests!" Yes, there is a tiny island in this picture, like in the Basin, but so many of the other details seem to indicate a fresh water scene. There is no evidence of tide, no rockweed, and the long grass comes right down to the water's edge. The people are dressed more like up-country sports, especially the lady in the hat, not like salt-water summer folk. There is a sign nailed to the tree to the far right that appears to say that something Prevents Fires. Are there others out there who know the Basin really well and can support Mr. Cushman's supposition?



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